

Mount Vernon Parking Study

Future Conditions and Draft Recommendations





Zip Car Parking

- Zip Cars have 5 on-street locations X 2 cars per each location
- An additional 43 Zip Cars are parked in two off-street garages
- 53 Total Zip Cars in neighborhood represents 36% of entire fleet in Baltimore City



Zip Car Parking

- One Zip car can serve up to 50 people
- Theoretically removes 2,650 vehicles from the roadway, lots and garages





Future Parking Demand – High Build Scenario

- 17 surface lots redeveloped
- 1500 off-street spaces eliminated @ 100% utilization
- 500,000 SF raw land @ 10 floors = 5 M SF
- 80% residential (4000 units), 15% office (750K SF), and 5% retail (250K SF)
- Per current zoning would require 6,000 raw new spaces





Future Parking Demand

- Based on City's shared parking formula, maximum new parking spaces would be 4,200 (weekday daytime), plus absorption of 1,500 displaced surface lot spaces
- Goal is to minimize number of new off-street parking spaces constructed through better management and technology





Net Future Parking Demand

- Total new parking spaces per code for future new/redevelopment
- Plus displaced surface lot parking spaces
- Less existing on-street and off-street surplus
- Less increased zip car spaces (equivalency of 25 private vehicles replaced per one zip car vehicle)





Net Future Parking Demand

- Less increase zero auto households
- Less reduced parking ratios
- Less spaces shared in existing garages
- Less increased on-street capacity/ turnover





Key Findings

- Most institutions do not provide off-street parking or have arrangements with off-street facilities
- Parking demand is not uniform, it is concentrated in specific blocks and time periods
- Average household auto ownership is lower in Mount Vernon than many other City neighborhoods





Key Findings

- Although parking surplus exists in all time periods, the total parking supply in the neighborhood is not well managed
- Current codes and management tools are not adequate to meet future parking demand
- Programs are not in place to manage parking demand or encourage other modes of travel into or within the neighborhood





Short-Term Recommendations - Event Management

- Creation of a Transportation Management Association
 - Mount Vernon Conservancy and MVBA
 - Coordinate Event Parking Needs with Institutions
 - Shared Valet
 - Identify needs and locations for overflow parking
 - Identify event times and subzones for tighter residential permit parking (0 hours without permit)
 - On-Demand Shuttle
 - Monitor parking utilization and performance





Short-Term Recommendations - Event Management

- Performance Parking – charge highest metered rates during periods of peak demand
- Graduated parking – charge highest metered rates on blocks closest to core institutions (Charles, Read, Centre, Park)
- Parking meter technology to implement variable rates and time limits



Short-Term Recommendation - Existing On-Street Parking Regulations

- Price meters so that 10% availability is guaranteed
- Return a portion of the increased revenue to neighborhood for funding electronic parking signs, on-demand shuttles, parking enforcement, and additional off-street supply (if needed)
- Parking meter technology to implement variable rates and time limits





Short-Term Recommendations - Residential Parking

- Consider Back-In Angled Parking (60% supply increase)
 - E. Monument (Guilford to St. Paul)
 - Park Ave, Eager St, Madison St, Chase St, Biddle Street (would require lane reduction to one lane off-peak or non-daytime hours)
 - City prefers angled parking on lower volume streets, would require detailed traffic analysis





Short-Term Recommendations - Residential Parking

- Average auto ownership rate of 0.81 vehicles per HH
2010 census data: 34% 0 Auto HH, 51% 1 Auto, 14% 2 Auto, 1% 3 or more Auto
- Over 1,800 Permits Issued in Mount Vernon
 - 1195 Households have one residential permit
 - 280 Households have 338 permits
- Implement stepped Residential Parking Permit Fees
 - Significantly higher fees for each additional car per household requesting on-street parking permit decal





Short-Term Recommendations - Mount Vernon Square

- Explore reduced overnight only monthly parking rates for residents at 601 N. Calvert (Baltimore Sun), 15 W. Franklin (Baltimore City), 250 E. Pleasant Street (Mercy Hospital), 324 W. Madison (Maryland General Hospital), and 1201 W. Mt Royal (Fitzgerald)
- Expand off-street zip car fleet



Short-Term Recommendations - Mount Vernon Square

- Improve bicycle parking
 - Bicycle lockers at public garages
 - Bicycle valets at major institutions
- Install bike share stations
- Designated school/ charter bus loading zones
 - Within square





Long-Term Recommendations

- On-demand shuttle for satellite parking locations (managed by Transportation Management Association)
- Expand valet/ passenger drop off zones and time
- Creation of a Parking District and parking 'bank' for existing and future development
- Way-finding Signing
 - Enhanced static signing for public off-street parking





Long-Term Recommendations

- Parking Information
 - Enhanced event calendar/ parking information on Mount Vernon Website
 - Encourage private peer-to-peer parking sharing (e.g. parkingpanda.com) or parking operator real-time parking information sharing (streetline.com)
- Parking Guidance System
 - Real-time parking availability information
 - Collaboration of parking facility operators





Long-Term Recommendations

- Consider type of development
 - Residential has lower parking demand, but as a single use cannot share
 - Other policies to encourage low/ zero automobile households (e.g. tax credits)
- Establish parking maximums
- Unbundle parking costs (e.g. market rate)

Long-Term Recommendations

- Further assess need for new off-street public facility under high-build scenario only

